

LOGISTICS

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NEW POLICY ON  
FEDERAL EMPLOYEE PARKING FACILITIES

1. In response to the energy crisis, the President recently announced a policy to charge employees for parking available at U.S. Government facilities. To date, while no formal program has been established, the Agency has received a draft OMB circular on employee parking for review and comments. These comments are due by 30 April 1979.

2. Parking fees are not intended as a revenue device but rather as a means to further a national policy towards energy conservation. This policy is expected to result in greater use of public transportation and car pools, a cleaner environment, cost savings to the taxpayer, and reduced traffic congestion. With the goal of this policy, it is inconsistent for the U.S. Government to subsidize employee parking.

3. Major points raised in the circular are as follows:

a. Parking fees will be established at all Federal installations based on the fair monthly rental value of the parking space.

b. Authority to establish charges for parking spaces is contained in the Federal Property and Administration Act, as amended, 400 USC 490.

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c. The Administrator of GSA shall determine the rate to be charged for Government-furnished employee parking at each facility. GSA will determine rates by 1 September 1979. Charges will go into effect as of 1 October 1979. For the initial period, 1 October 1979 to 30 September 1981, charges to be collected will be 50 percent of the full rate. Full charges will be collected after 1 October 1981.

d. The parking rate will not be less than the fair rental value used in calculating the Standard Level User Charge (i.e., the rent GSA now charges the Agency for parking areas at Headquarters and other Agency-occupied leased space) and any direct costs associated with management of parking facilities.

e. In cases where rental value is less than \$10 per month, the fee may be waived by the Head of the Agency.

f. Where no charge is levied, an Agency is required to develop and implement affirmative plans for maximizing car pooling and van pooling among employees.

4. While it is difficult at this time to project parking fees to be charged by GSA, such charges will vary significantly

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from one location to another for this Agency. Employees are assured that the Agency will make every effort to have OMB and GSA take into consideration the peculiar circumstances associated with our dispersed locations, lack of adequate public transportation facilities, personnel working irregular hours or rotating shift work, and other problems associated with handicapped employees.

5. Copies of the OMB circular have been provided to each Directorate to ensure consideration of all views in our comments to OMB.

Don I. Wortman  
Deputy Director  
for  
Administration

Distribution:  
All Employees

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Don Workman calls  
at 0800 - WLU 6-  
Get Status report on the.

10 APR 1979

HAP

MEMORANDUM FOR THE RECORD

FROM:

[REDACTED]  
Executive Officer, Real Estate and Construction  
Division, OL

SUBJECT: Executive Order to Charge for Government Employee  
Parking

1. Pursuant to a request made by the Director of Logistics, the undersigned contacted Mr. Jay Cohen, Planning Staff, General Services Administration (GSA) to ascertain GSA's plan of action relative to the Executive Order to charge for Government employee parking which heretofore was being subsidized by the Government. Mr. Cohen advised that GSA has not formulated a definite rate procedure but the preliminary plan is to charge the individual employee the present rate being charged under the Standard Level User Charge (SLUC) program. In those cases where there is parking but is not presently being SLUC'd, i.e. 2430 E Street, a rate would be determined based upon the Fair Annual Rental (FAR) that determined the SLUC rates.

2. In the case of leased buildings where parking is furnished by the lessor, [REDACTED] Mr. Cohen advised that there may be some legal complications, and determining rates for these cases will be more difficult and would require further study by GSA.

3. Mr. Cohen reiterated his qualification that the use of the SLUC parking rates are, at present, a preliminary GSA plan and nothing has been established in concrete. According to Mr. Cohen there is no escape from the Executive Order and whatever plan is adopted all Government employees can expect to pay some amount for the privilege of parking.

4. Based on the information given by Mr. Cohen and assuming that the SLUC plan will be approved, the undersigned checked the Agency's SLUC records in order to get some feel of what individuals would have to pay for parking. The results are as follows:

OL 9 1404

SUBJECT: Executive Order to Charge for Government Employee Parking

STAT a. [redacted] -- presently SLUC'd for 12 spaces around the building at \$2.46 per square foot. The monthly charge would be \$61.50 (\$2.46 X 300 sq. ft. ÷ 12 months = \$61.50).

b. [redacted] -- 19 spaces at \$2.50 per square foot. The monthly charge per space would be \$67.50. 70 50

c. Headquarters Building -- Parking is presently SLUC'd at \$0.22 per square foot which would be a monthly charge of \$5.50 per space.

STAT d. [redacted] -- SLUC'd at \$1.20 per square foot. The monthly charge per space would be \$30.00

STAT e. [redacted] -- SLUC'd at \$0.20 per square foot. Monthly charge per space would be \$5.00

5. It should be noted that these monthly charges are based upon Agency present SLUC rates and based upon the assumption that GSA's SLUC plan is approved.

STAT 6. In the case of 2430 E Street and Agency location at the [redacted] where the Agency has not been SLUC'd for parking, it can only be assumed that based on the SLUC experiences for the [redacted] that the rate for 2430 E Street would be similar to the [redacted] Building (\$2.46 per sq. ft.) and the [redacted] would be charged either at the Headquarters [redacted] rate (\$0.22 or \$0.20 per sq. ft.)

7. At the risk of being repetitious, it should again be noted that the rates are based upon the Agency's and GSA's assumptions that the SLUC rate plan will prevail.

cc: D/L ✓

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STAT OL/RECD/[redacted] (10 Apr 79)

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MEMORANDUM FOR: Executive Officer, OGC

FROM : Chief, Legislation Division, OLC

SUBJECT : Draft OMB Circular on Employee Parking

1. This is in response to your request for comments on the Office of Management and Budget's draft Circular aimed at implementing the President's recently articulated determination to require Federal employees to pay for parking in order to encourage more energy efficient means of transportation.

2. In my view there are two possible approaches toward dealing with the draft Circular:

- Do nothing on the assumption that the rental value of spaces at Headquarters will be determined to be less than \$10 per month and that, therefore, no fee will be charged; or
- Submit comments which would, in effect, ask for an exemption for the Headquarters compound and other outlying facilities.

3. I do not believe we can assume that GSA (which is charged with determining charges) will assign a value of less than \$10 per month to the spaces at Headquarters. The draft Circular mentions the price of commercial "property" in the vicinity; this does not necessarily mean the price of commercial parking. The Circular, moreover, says that "the rate shall not be less than the sum of the fair rental value of such property as used in calculating Standard Level User Charges and any direct costs of parking facility management." I am not familiar with the "Standard Level User Charge," or with how it is calculated. I do think, however, that we also ought to bear in mind that an argument can be made that the isolation of the Headquarters compound and the lack of public transportation serving it make the spaces more valuable. So too with the lack of available commercial parking; if you drive to Headquarters you have no choice but to park in the Headquarters lot. This, it can be argued, makes the spaces in that lot more, not less, valuable.

4. I think that good arguments can be made for exempting the Headquarters compound and most of our outlying facilities from the proposed parking charges. Such arguments include the following:

- Uniqueness of Agency mission and security requirements: Cover considerations prevent many employees from using either public transportation or carpooling with overt employees. The necessity of evening and weekend activity at our facilities precludes carpooling based on assumptions about uniform quitting times.
- Isolation of the Headquarters compound: The paucity of public transport is well known. The same argument applies with regard to outlying facilities.



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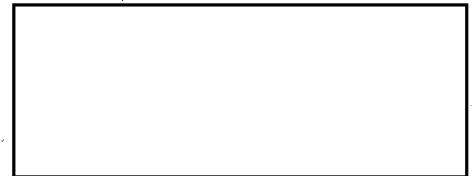
5. It might be noted that two bills have been introduced on the Hill in connection with the parking issue. One of these ( S. 871 ) would exempt from charges "parking at military bases or other isolated facilities where no nearby commercial parking exists." We are, it seems to me, somewhat like a military base here at Headquarters

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6. Whether or not we have good arguments for exemption is one thing; whether we choose to use them is another. We must make an essentially political decision. Does the Agency want to put itself in the position of asking for an exemption from what is clearly a Presidential policy with respect to the rest of the Federal government? My own view is that we can support the principles behind the President's policy and take whatever steps we can to further encourage carpools, etc., while at the same time demonstrating that considerations unique to our mission and security/operational requirements should result in an exemption for the Headquarters compound and other outlying facilities. \*

7. Different considerations apply with respect to our facilities which are closer to the Washington, D.C. "core." I recognize that inequities are certain to result from differences in charges assessed under the parking program, and these will be especially severe if the Headquarters compound is exempted. I would, however, caution against any attempt to spread the burden by "averaging" the cost of all Agency spaces (Headquarters and "core") and charging accordingly. To do so could open the Agency to accusations of attempting to undermine the President's program, the purpose of which is to discourage people from driving to work.

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\*This would be consistent with our approach to a good deal of legislation that purports to deal with issues on a government-wide basis. We are often in the position of arguing that while a proposal has merit in the abstract its application to our Agency would impact adversely on our intelligence mission or on the DCI's responsibility to protect sources and methods. We could take the same kind of approach in the parking case.

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OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

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APR 6 1979

TO THE HEADS OF EXECUTIVE DEPARTMENTS AND ESTABLISHMENTS

SUBJECT: Draft OMB Circular on Employee Parking

Attached for your review is a draft circular intended to establish fees for the use of certain government parking lots. We invite your written comments and ask that they be sent to Ms. Joyce Walker, Deputy Associate Director, Room 9202, OMB, Washington, D.C. 20503, no later than April 30, 1979.

In an increasingly energy-conscious era, it does not seem prudent for the nation's largest employer to subsidize employee parking. At the same time we should encourage carpooling more actively even though some Federal installations have large amounts of parking available.

The Federal government's historical in-house practice of subsidizing parking costs for some employees has become inconsistent with more recent national policies toward energy conservation, reliance on public transportation and a cleaner environment.

Based on studies which relate automobile use to the cost of parking, the Washington Metropolitan Area Council of Governments has concluded that charging commercially equivalent fees for parking would reduce the number of cars in the core of the Washington, D.C. region. A comparative study of Federal and county employees in Los Angeles also supports the conclusion that where the user pays for parking, carpooling and transit use are increased. We generally agree with the direction and magnitude of these conclusions.

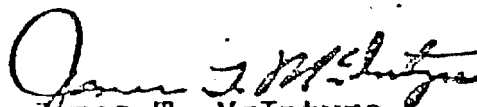
While carpooling among Federal employees has always been substantial, more progress is needed. A GSA survey conducted in 1977 at OMB's request shows that government-wide carpooling regulations are not uniformly applied. In the core of the Washington, D.C. area, for example, over a third of the executive branch parking spaces were still used by single occupant vehicles, despite the regulation's objective of 90 percent utilization by carpools. The survey also shows that in suburban locations between 80 and 90 percent of Federal employees drive to work alone. About 42 percent of the Federal employees in downtown Washington, D. C., and

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receive a subsidy for part of the cost of their trip to work  
compared to other Federal employees. The other 58 percent  
of the Federal employees who take transit or park in  
commercial parking pay out-of-pocket costs along with the  
public at large.

This transmittal memo discusses several factors supporting  
the proposed policy. The pricing policy will primarily  
affect Federal facilities in downtown locations and densely  
populated suburban locations. However, more stringent  
application of carpooling requirements will affect all  
locations. Considerable cost savings to the taxpayer,  
reduced energy consumption, less traffic congestion,  
increased transit use, greater carpooling and improved air  
quality are expected from this action.

The circular would establish a parking fee at all Federal  
installations based on the fair monthly rental value of the  
parking space, except that in most cases no fee will be  
charged where the rental value is less than \$10.00 per  
month. The intent is to set a fee high enough to recover  
space costs and act as an incentive to carpooling, yet not  
so low that administration of a fee system and parking  
management would totally consume the fee. Agency managers  
at locations which would continue to provide parking without  
charge will be required to develop and implement affirmative  
plans for maximizing carpooling and vanpooling among  
employees and other building tenants.

In the vast majority of cases, charging a commercial rate  
for parking is not expected impose a hardship. In many  
cases employees will be able to share the costs through  
carpooling. In other cases, the daily use of public transit  
may be a more cost effective option for getting to and from  
work. The circular provides for a phase-in period to help  
employees and agencies adjust carpooling and financial  
arrangements as necessary.

  
James T. McIntyre  
Director